



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

87 Deacon Road

Fredericksburg, VA 22405

October 17, 2013

GREGORY A. WHIRLEY
COMMISSIONER

Spotsylvania County
9019 Old Battlefield Blvd., Suite 320
Spotsylvania, VA 22553
Attn: Leon Hughes

Re: Dominion Raceway
Spotsylvania County - ST13-0015

Dear Mr. Hughes:

As requested, VDOT has reviewed the above-mentioned site plan and related documents and offers the following comments:

Site Plan (Sheets 1-80): Review 3 (signed and sealed by Charles V. Fitzgerald Jr. on 9/25/2013)

1. The turning movements for the WB-67 from the NB off-ramp to Rte. 606 EB and WB must be shown in plan view. This area is impacted by the lane shift and the turning movement needs to be checked. The shoulder must be improved as necessary to accommodate each movement.
2. The left turning movement from the Shell Station across the street was shown on sheet 67B with a P vehicle. Please show this movement with a SU-30 vehicle or justify why a P vehicle should be accepted as the design vehicle.
3. Please revise the retaining wall label to RW-3 instead of RW-2.
4. On the Trailblazer assembly within the site, a M1-V1A (Va. Primary shield) sign should be used in place of the M1-4 (US Highway shield) called out for Rt.2.

SB Off-Ramp Widening (Sheets 81-84): Review 1 (signed and sealed by Charles V. Fitzgerald Jr. on 9/10/2013)

1. End Road Work sign should be moved so that it's at least 100 feet past the work zone.
2. Fredericksburg Residency Contact Information, Residency Maintenance Manager should be changed to Residency Administrator and the name should be left blank as the position is currently vacant.
3. St'd GS-R in the Road Design Manual requires 6' total graded shoulder with 4' being paved. Please provide an additional foot of paved shoulder and label the paved shoulder in plan view.
4. Please amend the typical to clearly indicate where the full depth pavement begins. As drafted, at station 14+00 the entire pavement section would have to be removed and replaced in order to achieve the proposed grade and match the existing pavement section.
5. The WP-2 standard is required for widening of a left turn lane. Please show the limits of the mill and overlay of the adjacent lane in plan view. The limits of the mill and overlay or full depth replacement must extend over the existing taper until the point that the left lane is full width.
6. The typical doesn't clearly indicate the crown point and cross slopes as depicted on the cross sections.

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Mr. Leon Hughes
October 17, 2013
Page Two

7. Please specify the asphalt mix types to be used in the pavement design. Please remove paving notes 2 and 5 as they do not pertain to this plan.
8. The existing grade on cross-section 13+00 does not appear correct. Please revise.
9. The storm water management exemption appears to be incorrect. Please refer to the current IIM on Stormwater Management requirements (attached). Water quality treatment for the additional impervious area must be met on-site. Please provide an analysis of the ditch between the widening and the I95 mainline to show that it is adequate for the additional flow generated by the increase in impervious area. It must be adequate for the 50-year storm.

Interchange and Ramp Queuing Analysis: Review 1 (signed and sealed by John D. Riley 9/16/2013)

1. The analysis of the interchange is acceptable as submitted.
2. In order to protect the operation of the I95 mainline it is desired to analyze the ramps assuming that motorists do not have to begin to brake until they reach the gore point between the ramp and the mainline. Subtracting the 55mph stopping sight distance of 495' from the available ramp length between the gore point and the stop bar allows for approximately 750' of storage in the Northbound off-ramp and 950' of storage in the Southbound off-ramp. These queue lengths exceed the storage required for an event at the facility with a 3,500 capacity as modeled in the approved Traffic Impact Analysis. Events that exceed this capacity require the submittal and approval of an event specific Traffic Management Plan. Queues that exceed the lengths listed above will be reviewed upon the submission of the event specific TMP and analysis.

Traffic Signal Plan I-95 NB off-ramp:

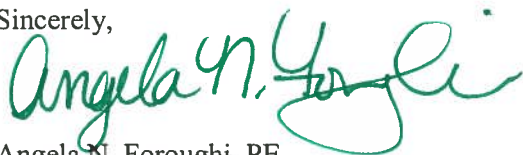
1. The traffic signal plan was received by this office on October 7, 2013 and is currently under review. Please be advised that comments on the signal plan will be forwarded once the review has been completed.

Additional general comments:

1. VDOT is in the process of coordinating with FHWA. Any further comments on the project will be forwarded upon receipt.
2. Once all comments on all aspects of the project have been addressed, it will be sent to Central Office for final VDOT review and approval.

Once the above comments have been addressed by the engineer, the revised plan (five (5) copies preferred), with appropriate responses from all concerned parties, must be re-submitted to this office for further review. You may contact Ken Martin at (540) 374-3343 if additional assistance is required.

Sincerely,



Angela N. Foroughi, PE
Transportation and Land Use Director
Fredericksburg District

Cc: Dominion Raceway Holdings, LLC
Bowman Consulting Group